The Rock Island Railroad Excursion. OUR CHICAGO CORRESPONDENCE. CHICAGO, June 14, 1854.

The Great Excursion-Important Consequences that must Ensue from it-Opening of Markets for Agricultural Productions-Free Soilism on the Boats-Abolitionists Endeavoring to Secure Kan-sas-Know Nothings Thick as Locusts in the West-Railroad to Counsel Bluffs-Through the Rocky Mountains to the Pacific-Another Ex cursion Predicted to San Francisco, thence by Steamers to the Sandwich Islands-Sheffield and Farnham, Representatives of Young America.

The late free excursion over the rai roads of this State, Ohio, Indiana, Michigan, Illinois and the Ca nade Great Western, from the Atlantic Ocean to the Mississippi, and thence five hundred miles up that river to the head of navigation, was one of the most magnificent ever conceived. There is nothing in the history of ancient or modern civilizationnothing even in the imaginations of sacred or pro fane writings-nothing in the visions, prophesies or conceptions of the fabled writers of antiquity which comes anything near in comparison with this great unrivalled reality. Twelve hundred persons had come from the eastern portion of this continent to Chicago, a distance of twelve and fifteen hundred miles, to be whirled over the Rock Island road. Eighteen cars contained this family party, and in eight short hours every soul was safely landed on the shores of the Mississippi. Here a fleet of the best steamers upon those waters lay with their bows on the levee, colors flying, cannon booming, rockets ascending, martial music greeting, and thousands upon thousands rejoicing and burraing. Upon the broad and placid besom of this inland ocean the fleet took an upward course, and in due time arrived at the place of destination, five hundred miles, at the extreme head of navigation. The consequences which will inevitably result

from the flying visit of so many of the enterprising men of the East can never be adequately estimated. They had no conception of the immense resources of the great, secluded Northwest; neither could they have from reading anything in print, or convers ing with every traveller who has visited those regions of inexhaustible wealth. The sons of thousands who now delve among the rocky bound coast of New England, who inhabit the unproductive regions of our mountainous Eastern States, and others whose sons and daughters are the mere operatives in aristocratic manufacturing establishments, dragging out their lives at the rod of a task-master, and who obey the tolling of the factory bell as their death who obey the tolling of the factory bell as their death knell—many such will hear and learn from the lips of friends who have made the excursion, the laxaries awaiting them in the Western States. Yes, the tale only told, the truth fully imparted, the enterprising, intelligent, the Christins, the indomitable youth of New England, of both sexes, will throw off the grating shackles which bind them to the horns of their great grandparents, and hie to lowa, Illinois and Minnesota, there to live in comparative case, masters of the soil, introducing and inculcating those great moral and religious precepts, the most essential ingredient in the seatlement of a new country, just wrested from the savage hand. Our Atlantic cities are overbarthened with foreigners, who are dropped down amongst us, without a Our Atlantic cities are overbarrhened with foreigners, who are dropped down amongst us, without a dollar or a day's work. Our charitable institutions are constantly filled with them, and the more buildings and accommodations erected by private charity and public munificence, the more numerous such unfortunate creatures become. Many, no doubt, would gladly earn a pittance rather than expose themselves or solicit alms. The cities are thus overran. Many thousands of dollars are thus raised by taxation, for the temporary—citien too permanend—relief of this or solicit alms. The cities are thus overrun. Many thousands of dollars are thus raised by taxation, for the temporary—often too permanent—relief of this class of our fellow beings. Send them to the West. They are wanted there. Millions of acres of land lie there, inviting tillage. And if, instead of keeping these people in alms houses, in idleness, creating and encouraging punperism, means were provided to send them upon Western land, the cities would be relieved of the continued expense of their support, and they would themseives rejoice in the possession of independence, which they would surely attain in the course of a very few years upon any of the fertile lands of the West. There were many men of Boston and New York on the excursion, whose attention was directed to this interesting fact, some of whom suggested the propriety of organizing societies to assist emigrants who could be persuaded to leave the large cities, and embark upon government lands. It was thought favorably of as a mere matter of economy among the tax payers in the cities.

The greatest drawback heretofore upon the agricultural regions, was the indispensable requisite of markets. Pioneers for years have immigrated westward, tilled the soil, but found no sale for their surplus products. The introduction of railroads has opened convenient markets to every farmer living within twenty miles. As far as the roads have reached into the interior, produce is readily disposed of; and corn, wheat, oats, &c., in Indiana and Illinois, bear a price equal to New York, except the lew cost of transportation. Horses, cattle, and hogs are raised without expense or effort, as the prairies and timber contain more food, of the richest and most nutricious kind, than would sustain all

prairies and timber contain more food, of the richest and most nutricious kind, than would sustain all the domestic animals in the whole of North America. The raising cattle on the praies, now since the ca. The raising cattle on the praies, now since the railroads afford ready markets, is now quite extensive, and in a few years will be the staple productions of the lower prairies. A man may as well keep, and prepare for market a thousand as fifty head, the additional trouble and cost are mere triffing. The same may be said of the lands up the whole length of the Mississippi—millions of acres in the greenest verdure inviting the herdsman to their bosom.

The managers of this great excursion of the age

The managers of this great excursion of the age The managers of this great excursion of the age may have conceived in a measure some of the important consequences which must inevitably ensue from this liberal undertaking, but it is a matter of much doubt whether they looked to the result in a social and political view. Nine-tenths of the invited guests, especially those from New England and Obio, and many from New York, were rampant free soilers; the fact that so many were guests is likely a mere accident, still, the Schoolas of Cincinnati, Kimballs and Hales of Boston, Dixs of New York, Baldwins of Connecticut, and hundreds of others; thrust themselves into notoriety, and endeavored to thrust themselves into notoriety, and endeavored to get up excitements on the Nebraska question. Had the national whigs and democrats on board been disposed to enter upon the contoversy, we should have had an abundance of niggerism for breakfast, dinner and supper. It was owing to the forbear ance of the national men that the slavery question was not made the ruling topic for four days and nights.

nights.

The abolitionists of New England have organized an association having in view the sending of German immigrants to Kan-as, to prevent the slaveholders immigrants to Kan-as, to prevent the slaveholders from obtaining the ascendancy in that territory. The capital is four million, mostly subscribed. They propose to purchase immense tracts of land at government prices, of the choicest selections, just as soon as the surveys are made. And until surveys are made, the object is to introduce as much squatter sovereignty as they may be able. This abalition organization are to locate cities and towns, establish rading nosts upon points which shall seem most made, the object is to introduce as much squatter sovereignty as they may be able. This abolition or fanization are to locate cities and towns, establish rading posts upon points which shall seem most beceasible to the surrounding country; to farnish hand, implements of husbandry, clothing, provisions and other necessaries to those who accept of their aroposition, at a certain credit, and who pledge themselves to be eternally hostile to every Southern man—to every Southern interest. This is the kind of warfare the abolitionists are now intending to wage in that new territory. A foreign population, ignorant of our laws and constitution, are to be imported from Germany, furnished with homes in Kansas upon limited credit, who are to be pledged to hostility to American citizens, who do not choose to be placed ander abolition laws. This purpose was openly avewed by Kimball, of Boston, in one of hispeeches, while endeavoring to raise an abolition excitement on board of one of the boats. It would be a zhousand fold more creditable if emigrants should receive encouragement and aid in settling the fertile regions of lowa and Minnesota, regions of the West much better calculated to sustain a hardy population, and where agriculture would flourish greater by a hundred per cent. Upon the banks of the Alpper Mississippi, and for many hundreds of miles in the interior, a vast and mighty region lies invitingly to free labor, and where that labor would be rewarded tenfold more abundantly than in the southern latitude of Kansas. Send the foreigners to Minnesots, and keep them aloof from fighting the battern latitude of Kansas. Send the foreigners to Minnesots, and keep them aloof from fighting the battern latitude of kansas. Send the foreigners to Minnesots, and keep them aloof from fighting the batter of the edity of the protestant bave for years been engaged in calling public attention to the important on the dominations professing religious views, heeded not the warnings of the Protestant teachers. But the time has arrived wh

ago, they elected a Senator to Congress before he was a naturalized citizen. These facts have awakened the native American spirit in Chicago, and as a means of protection and self-preservation, the American population have been compelled to organize for the fall election. Some six or eight societies of Know Nothings have recently been organized upon the New York plan; and as the trial must come, they affirm, sooner or later, and an issue distinctly be made between Roman Catholics and native born citizens, it may as well come now as ever. Party lines will be obliterated, and in no portion of the country will the contest between Catholics and native citizens be more spirited and determined than in Chicago.

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This model excursion will be retained in the memory of all its lucky participants to the close of life. The many interesting incidents, novelties and luxuries can never be driven from memory. The contractors of the Rock Island road have secured for themselves a monument more induring than the work taey have completed. Mr. Sheffield, the senior partner, to whom the origin of the excursion is due, was too modest to accompany it, leaving to his junior, Mr. Farnham, the immediate superintendence. Though some thirty thousand dollars was expended in carrying out this magnanimous project, and magnificient entertainment, the day is not far distant when the outlay will return with a hundred per cent. Their work is now fast progressing westward beyond the Mississippi; and lowa City, the capital of that State, is to be invaded by the locomotive before another six months intervenes. Council Bluffs, in the far West, is now under the eagle eye of the engineer, and before a twelve month expires the surveys will be placed before the millionaires of New York and Buston. Council Bluffs once reached, then the most available pass of the Rocky Mountains will be penetrated; and whilst Benton is brawling at Washington, Walker, Chatfield and others attempting to filch millions of government lands, and Fremont penetrating the Nevada mountains and Salt Lake marshes in search of a route for Benton's (his father-in-law's,) project, and whilst demagogues in and out of Congress are gr-rolling the "Atlantic and Pacific Railroad" through—we say, while all these speculating schemes are in operation, and before any plan shall be amicably adjusted—Sheffield and Farnham will send their locomotives into Sacramento and San Francisco, whistling "Yankee Doodle" upon the Pacific b rders. Then for a railroad excursion to California, and steamers lying in wait to convey the party to th

The Watering Places. OLD POINT COMFORT, Va., June 19, 1854. Distinguished Visiters-Arrival of Judge Taney-Attending Mass.

After a good sea bath one feels somewhat enliv-

ened and inclined to "make merry," and in this mood I have caught up my pen to give you an outline of affairs at this emporium of pleasure and fashion, upon my return from a revel in the "haunt of Neptune."

Visiters are daily arriving from all quarters, the nost noted among them at present being the Hon. Roger Taney, Chief Justice of the United States. He has been here for several days, and has taken a neat little cottage on the immediate sea shore, known as the " President's House," and occupied by that personage when visiting the Point. The army officers of Fort Monroe waited upon his Honor, the day before yesterday, dressed in full costume, and were received by him in a courteous and unaffected manner. His health is reasonably good, and no doubt will be greatly strengthened by his sojourn here, though time has evidently laid his effacing hand upon his once stalwart frame and constitution. I yesterday noticed him in the Catholic chapel inside the fort, commingling in the devotions of the little congregation, seated among soldiers and citizens, partaking of the solemn ceremonies with evident devotion; and all, with but one or two exceptions, being entirely ignorant of the presence in their midst of so great and good a man. The priest, a Rev. Mr. Develin, of Portsmouth, delivered an clo quent appeal to the consciences of all present in behalf of constant and fervent prayer, and invoked the blessingsof Heaven upon all our rulers and lawgivers. It was, indeed, an interesting scene when the good old man knelt before the Most High in

the good old man knelt before the Most High in unison with the humble few present, thus proving that before God all are equal, and in His presence all pomp and title vanishes away.

This morning the venerable Judge paid a complimentary visit to the garrison, and was received by the troops, paraded under arms, while a salute from a battery of light artillery did "honor where henor was due." The troops were reviewed, and the Judge seemed much elated by the exercises. A large number of people were drawn together on the occasion, as has been the case for some weeks past, not only to witness the different evolutions and discipline of the forces, but to enjoy a walk or a lounge in the vicinity. I cannot conceive a more enchanting spotthan is enclosed within the walls of Fort Monroe at this season. Aside from the general parade, there are numerous large plots in the season of the season. the walls of Fort Monroe at this season. Aside from the general parade, there are numerous large plots intersected with fine walks, and the whole amply shaded with noble oak trees, from under which can be seen the daily routine and outlines of a soldiers duty in garrison, and the inhalation of a healthful breeze enjoyed. Ascend upon the ramparts, and there lies spread out before you the famous "Hampton Roads," bearing upon its bosom the noblest specimens of marine architecture, besides countless small craft plowing along "wing and wing." Opposite rears the frowning walls of the "Rip Raps," the favorite residence of "Old Hickory," when once visiting here, and which only requires the final completion to render this point of our coast a second Gibraltar. In the distance lies moored near a bar, an immense light ship, whose tolling bell salutes each passing craft, and tells that its keepers are on the alert. Farther south, as far as the eye can discern, may be seen the light house on Cape Henry, and in an opposite direction lies the famed village of Hampton, surrounded by numerous plantations and country seats. But while enjoying this feast of vision, the precaution should be taken not to come in contact with the various missiles of war, cannon balls, thirty two pounders, &c., which are rather prejudicial to the well being of the "lower extremities, &c."

Another object of attention is the fine cotillon band stacked to the Moscos Willard's Hatel

Another object of attention is the fine cotillon Another object of attention is the fine cotillon band attached to the Messrs. Willard's Hotel, discoursing enchanting melody throughout the day and evening. One feels disposed, occasionally, to step aside and seek a short respite, which may be found in the billiard rooms, bowling saloons, sea bathing, or inveigling the unsuspecting trout into a brying pan from out of his native element. And crabs, "soft" or "hard shell," your city never presented a finer assortment, or more disposed to be "taken in."

"taken in."
The veritable Frank Pierce is shortly expected to give us a call, upon which event, I mean to give you an account of his movements, and of the various "hangers on." Hoping that the sea breezes of Old Point may occasionally pull into the windows of the Herald office, carrying with them their train of desired effects, and alleviate the usual smothered spirits and persons of you Gothamites, at this season of the year, I am yours truly, Rif Raps.

OUR BIG COVE CORRESPONDENCE. STEVENSEURG, Frederick county, Va., June 17, 1854. June 17, 1854. )
The Big Cove-Topography and Properties of its

Springs-Beauty of the Surrounding Scenery-Here I have been rusticating very agreeably for

the last eight days. As you probably are not familiar with the whereabouts of the spot from whence I half, I must make you acquainted with it. Big Cove is situated about twenty-two miles from Winchester, and two miles from a public graded road, in the county of Frederick, and State of Vir

ginia. The Cove is formed by lofty mountains nearly surrounding the lower ground, except a narrow passway or gap, through which the pure, salubrious air reaches the Cove—so remarkably cool, bracing and exhilerating as completely to counteract sultry and sleepless nights, during the oppressive summer months, even in this Southern climate of Virginia.

The springs flow immediately from the towering and heavily-timbered mountains above described. The water is of the purest kind. One of the sorings The water is of the purest kind. One of the springs is white sulphur; another, five yards from the last, is red and white; both are constant, never-failing and beautiful springs, issuing from the pure rock, without mud or sediment, except the deposite of white and red sulphur. Although they have never been analyzed, these waters are known to possess valuable medical qualities, and afford speedy and certain relief from diarrheea, as well as other billous summer complaints.

ble medicar quartices, as well as other billous summer complaints.

The remarkably healthy mountain air, and the medical properties of these waters, make the Cove a troly desirable place. There are one or two other springs within a few yards of those already described, of a different kind of water, beneficial to invalids. The Manassus railway, from Alexandria, will be completed to within twelve miles of these springs in four months.

A person of enterprise, and even of moderate capital, would make this an important and valuable place.

Viator.

nor Stevens' Report on the Blacks

WASHINGTON, June 8, 1854.

Sin:—My former communications have made known to the department the arrangements make to secure peace between the Indian tribes east and west of the Rocky Mountains, and to pave the way for a council where shall be present all the tribes not included in existing treaties. These arrangements consisted in councils held by myself, at Fort Benton, with the Blackfeet, at the St. Mary's valley with the Flatheads, and with other tribes on my Beaton, with the Blackfeet, at the St. Mary's valley with the Flatheads, and with other tribes on my way to the valley of the Columbia, and in devolving upon Mr. Dety, at Fort Benton, and Lieut. Marlan in the St. Mary's valley, important Indian duties, of which the department has already been informed. Since my list communication I have received additional information showing the necessity of the council.

It must be remarked, however, that great caution has been exercised not to commit the government to this measure.

has been exercised not to commit the government to this measure.

The Indians know that the officers of the govern-ment whom they have met deem it necessary that they will strongly urge it; that, in consequence, the consent and co-operation of the Indians themselves has been asked and gained; but that whether it sha'll be held or not will depend on the action of the authorities at home.

I trust that the following brief statement of facts

be held or not will depend on the action of the authorities at home.

I trust that the following brief statement of facts will carry conviction as to the necessity of the council for the protection of our citizens, as well as the protection of the Indians themselves.

The Indians whom it is proposed to convene in council at Fort Benton are the Blackfeet, composed of four bands—Piegans, Bloods, Blackfeet, and Gros Venters—and numbering some twelve to fourteen thousand, and the tribes in the Territory of Washington from the Cascades to the dividing ridge of the Rocky mountains, who meet the Blackfeet in sanguinary strife on the plains of the Missouri in pursuit of Buffalo. Besides which, it is hoped that the influence of the council will contribute to prevent the recurrence of difficulties between the Blackfeet and the Crows and Assenboins. The council directly affects the peace and well being of same wenty-five thousand Indians, east and west of the Rocky mountains.

Mr. Doty, in the discharge of his Indian duties, visited in December last some five thousand Blackfeet on the Marias river, held councils with their different bands, and was not only received with the greatest hospitality, but was assured by the principal chiefs of their desire to bring to an end these border difficulties, to enjoy the protection of the government, and to learn the arts of civilized life. Their principal chiefs pre-ent at the council held by me in September last, have made great exertions to prevent their young men going on war parties, and one of their bravest and most influential chiefs, the "Little Dog," was actually attacked and wounded by the Asseneboins, and yet would not retaliate in consequence of his promise in council to abstain from war. By advices received at a subsequent period, I have learned that Mr. Doty, in January and February, was amongst these Indians, and was listened to with the greatest respect. They desire to learn agriculture; and realize fully that the buffalo will soon disappear, and that their only resour

Judith river, in order to select the best position for an Indian agency, and ascertain all the facts in reference to the adaptation of the country to tillage and grazing.

Lieutenant Mullan has been equally active in his exertions to collect information of the Rocky Mountain region, in the neighborhood of the St. Mary's valley, has met and held councils with the Flatheads and the representatives from other tribes, and has gained the most accurate information in reference to the habits, numbers, and thoroughfares of the Indians who cross the mountains to the Missouri plains. In an examination made in December and January, he crossed the Rocky Mountains four times, exploring many beantiful and some extensive valleys, extending his route to Fort Hall, and accomplishing an aggregate distance of over 700 miles. The Washington Territory Indians he reports as bearing in patience the stealing of horses and the loss of men from the war parties of the Blackfeet, having faith that the government will ultimately protect them. Their heroic character and good faith are most signally exhibited in the following pathetic incident, which occurred in November last, referred to by Lient, Mullan and reported by Mr. Doty in these words:

On the 1st of November, six Pend d'Oreille Indians came to this post, and delivered up all the horses that were stolen. It appears that they were taken by two young Pend d'Oreilles and run to the Pend d'Oreille camp, then hunting beyond the Muscle Shell, under the command of the chief of that nation, Alexander. The horses were recognized by the stamps as belonging to the whites, and the young men confessed having stolen that it has a great sin to steal horses from white men who were friendly to them; that the wishes of the "Great Soldier Chief," who had been at Mary's, were known to them, and they had promised compliance with them; that stealing these horses would give the lend d'Oreilles the name of liars and triflers; that they had always borne a good name, and were ashamed to have mean things sai

country, simply to do an act of justice to strangers. They remained here two days, and on departing were accompanied by Mr. Clark and myself fifteen or twenty miles on their journey.

During their stay here, a number of Piegan warriors about the Fort became very troublesome to the strangers—so much so, that we were compelled to detail a strong guard for their protection.

Suitable presents were given them from the Indian goods left with me.

goods left with me.

In a communication from the St. Mary's valley as late as the 9th of March, I learn that Lieut. Mullan was then on his way to Fort Benton to expostulate with the Blackfeet, and that the Blackfeet and Crows were at war to the south.

Whilst, however, the tribes of the Territory of Washington, consisting mainly of the Flatheads, Pend d'Oreilles, Cœur d'Alenes, Spokanes, and Nez Perces, and two to three thousand of whom hunt on the Missouri plains each year, and whilst the chiefs present at Fort Benton are complying with their promises, yet never were so many Blackfeet war parties on the trail as during the past winter. Says Mr. Doty:—

About five hundred, principally Pierces, but the chiefs present was the same of the trail as during the past winter. Says Mr. Doty:—

parties on the trail as during the past winter. Says Mr. Doty:—

About five hundred, principally Piegans, have passed this post on their way to war, since October let; about one hundred were induced to turn back. In the same time eight hundred or one thousand warriors must have passed above and below the Fort, on their way to the Hatheads, Scakes, and Crows, as I have from time to time heard of large parties of Bloods, Blackfeet, and Gros Venters on the march, and parties are constantly going from the different bands.

Several of the chiefs have taken a decided stand for peace, and keep the warriors of their own bands at home. Others say "this is the last winter we can go to war; next summer the white soldiers will stop us; therefore let us steal this winter all the horses we can;" and yet a single white can go in safety throughout their country, and will be treated with hospitality. His only danger would be that he might at might be mistaken for an Indian, and thus lose both his horses and his scalp.

In this connexion, I will call attention to the importance of conciliating these Indians, so that, in

In this conexion, I will call attention to the importance of conciliating these Indians, so that, in the event of war, they may be our friends. The trading poets of the Hudson's Bay Company extend to the north from the Red river settlements to the Rocky Mountains, and their influence over the Indians has been great. A competition for the trade of the Blackfeet row exists between the American posts on the Missouri and the British posts on the Secarchiswan; and it is alleged by Mr. Doty that at the British posts whisely is furnished the Indians. I am satisfied no such nearrous traffic is carried on at any American post on the Missouri. The Blackfeet, as a general thing, prefer the American to the British trader; and the protection of our government once extended to them, they will cease to be under foreign influence.

But the character of the Rocky Mountain region constituting the boundary between these tribes, its

and the character of the Rocky Mountain region constituting the boundary between these tribes, its adaptation to settlement, the large quantity of arable and grazing land, and the abundance of wood and water, afford an additional reason for the holding of this council. The country must soon and rapidly be settled. I will mention a few characteristic facts.

ing of this council. The country must soon and rapidly be settled. I will mention a few characteristic facts.

West of the Rocky Mountain divide, and at an average distance of less than one hundred miles, are the vaileys of the St. Mary and Flathead rivers, the one having its source in the divide, whence water flows to the Snake river on the south and west, and to the three forks of the Missouri on the east, and running nearly due north, the other having its source in British territory, and running nearly due south; these rivers meet and form Clark's Fork, and they furnish, separated only by a low divide near their confluence, an almost continuous valley, adapted to agriculture and to grazing—the climate so mild that cattle need no foddering in the winter, and the mountain slopes and spurs furnishing inexhaustible supplies of lumber and fuel. From the very divide several streams and rich valleys descend to the St. Mary and the Flathead rivers; the three principal—the Big Elackfeet, the Little Blackfeet, and the Hell Gate rivers—debouching from the mountains at a single point named Hell Gate. These last, particularly the two latter, are great thoroughfares for Indians, and are of the same general character as to mildness of climate and freedom from deep snows, as St. Mary's valley. The arable land west of the divide, and in the very heart of the mountains, cannot be less than five to six thousand square miles; for it must be remarked that it is not simply the valleys referred to which go to make up the general estimate, but many lateral valleys must be included—some, and those especially in the veicinty of the Flathead lake, being of remarkable beauty and fertility.

East of the mountains, the country from the divide separating the waters of the three forks of the Missouri from those of Snake river as far north as the Marias river, is one of extraordinary richness as a grazing country, and there a e many and extensive tracts well adapted to agriculture. The several river bottoms of the Marias, Teton, Medicine, Dearbon, and some smaller streams further to the south, are well supplied with cotton wood. In the region of the three forks of the Missouri, the country, though well adapted to grazing, is rather deficient in wood.

The change in the character of the country on crossing the divide and descending the valley of

roe change in the character of the country on crossing the divide and descending the valley of the Snake river to Fort Hall is remarkable. Lieut. Mullan reports that in the whole distance of one hundred miles the term sterility is alone expressive of the country, there being but one fertile spot, and that Cantonment Loring, five miles from Fort Hall.

and that Cantonment Loring, five miles from Fort Hall.

The valleys from the three forks of the Missouri to the Marias, immediately east of the mountains, will furnish several thous and square miles of excellent arable land, besides a much larger quantity of pasturage. I am of opinion that ten to twelve thousand square miles will be a low estimate of the valleys adapted to agriculture in the very heart of and immediately east and west of the mountains in the region between the Blackfeet and the Indian tribes of the Territory of Washington. These valleys present many celebrated landmarks, which were pointed out by the Indian guides as the memeatoes of Indian strife.

The character of the country, taken in connection with the facilities of this route, in the excellence of the passes, the abundance of wood, grass and water, and the navigability of the Missouri by steamers to the vicinity of the Great Falls, must go to show the necessity of the council, not simply for the protection of our citizens now forming nuclei of settlements in the vicinity of the Great Falls, and in the St. Mary's valley, and wending their way to the Territories of Oregon and Washington on this route.

A party is said to be now starting from Minnesota,

Territories of Oregon and Washington on this route.

A party is said to be now starting from Minnesota, and so favorable is the route for wood, water and grass, that I have no doubt that emigrants to these Territories will seek it from the line of the Platte. From our most experienced hunters and trappers, who have lived years on the Yellow Stone, and are familiar with all the passes in the Black hills, I am satisfied that the northern passes can be reached from the line of the Platte at several points between Council Bluffs and Fort Larangie. A choice of routes is an obvious advantage in case of a large emigration, which is going on this year, and is likely to go on for some years to come.

The navigability of the Missouri to the vicinity of the Great Falls, for steamers of from eighteen to twenty inches, at all seasons of the year when the river is not obstructed by ice, and for steamers of from thirty to thaty-six inches, for one half of the season, determined by the recent survey of that river, and to be inferred from its navigability for keel-boats drawing twenty-two inches at the lowest stage. Bubtaring at several points and for keel-

season, determined by the recent survey of that river, and to be inferred from its navigability for keel-boats drawing twenty-two inches at the lowest stage, lightering at several points, and for keel-boats of eighteen inches without lightering, has an important bearing on this question. Indeed, the members of the fur companies who have been, or are now, in charge of posts on the Missouri—as Robert Campbell, Alexander Culbertson, Mr. Clarke and others—simply from their own practical experience in the use of these keelboats, have long been satisfied as to the navigability of this river for steamers, and would not hesitate to employ them did their business warrant it. The head of steamboat navigation on the Missouri river is only about two hundred miles from that on the Columbia, and it cannot be doubted that it will prove an important route of communication. The experience of the Nicaragua transit route when iron-hall stern-wheel boats, drawing from 13 to 17 inches of water, and carrying four hundred passengers with their baggage, and of the Allegheny river in Pennsylvania, and the little Tombigbee in Alabama, is conclusive on this question.

on this question.

I have submitted the practical difficulties of the I have submitted the practical difficulties of the navigation of the Missouri, with its currents, rapids, sand bars, and sudden deflections, to the consideration of experienced men who have been the pioneers on these rivers, and are skilled both in the construction and the running of boats, and they are satisfied that steamers of very considerable tonnage, and carrying many passengers, can be used on this river the entire distance to the vicinity of the Falls; and a company now in Oregon, who are running a line of steamers on the Upper Willamette, are contemplating extending another season the line of the Columbia, from its present terminus at the Dalles, to Wallah Wallah.

The Missouri river furnishes the natural channel

Columbia, from its present terminus at the Dalles, to Wallah Wallah.

The Missouri river furnishes the natural channel for the supplying of goods for the proposed Indian council at Fort Benton, and also for the permanent supply of goods to Indians in the eastern portion of the Territory of Washington.

Should no action be had in this matter till so late a peried of the session that the council cannot be held till another year, it nevertheless ought to be made this session, in order that timely notice may be given to the Indians, the preparations be made with care, and nothing omitted to secure its complete success. The funds will be wanted for the fiscal year for which appropriations are now being made, and the Indians now looking forward to the council will feel that they have been trified with, unless definite information can be given to them in relation to it the present year.

I submit these facts and considerations with the earnest hope that, when placed before Congress, they may show the absolute necessity of the council to the preservation of peace among the Indians, and the protection of the property and persons of our citizens; and that the present opportunity may be availed of when these tribes are designed to the preservation of the property and persons of our citizens; and that the present opportunity may be

the protection of the property and persons of our citizens; and that the present opportunity may be availed of, when these tribes are desirous to be on permanent relations of amity with our government and with each other. I am, sir, very respectfully, your most obedient. I saac I. Streen, Governor and Superintendent of Territory of Washington.

Washington.

Hon. George W. Manypenny, Commissioner of Indian Affairs, Washington, D. C.

The Trouble on the Eric Railroad.

The Trouble on the Eric Railroad.

THE STRIKE OF RAILROAD ENGINERS.

TO THE EDITOR OF THE NEW YORK DAILY TIMES—

My attention has been called to an article in this day's issue of your paper, under the head of "Strike of Railroad Engineers," which is so manifestly unjust to the Superintendent of this road, in placing the questions at issue between him and the engineers unfairly before the public, that I deem it my duty to endeavor to correct the erroneous impressions therein given.

In the article referred to, it is stated that the engineers "do not demand an increase of wages, but require the company to rescind a recent regulation, which causes the discharge of every engineer whose engine runs off the track; and, after his discharge, prevents him from obtaining employment on any other road by posting him."

The only foundation for the remark angled is the fact.

the track; and, after his discharge, prevents him from obtaining employment on any other road by posting him."

The only foundation for the remark quoted, is the fact that by one of the rules of the road they are required to approach switches cautiously and at a reduced rate of speed, and they must not approach a station where they cannot checker control their trains. They are required to stop, at such a rate of speed that they cannot checker control their trains. They are required to see that the switches are turned right, and should they neglect to do so, and run off the track in consequence, at a station where they are required to stop, they would incur the risk of dismissal; but not for running off the track between or at intermediate stations, except for gross will ulness or neglect. Should an engineer be sincharged under such circumstances, the Superintendent of the Elivision discharging him would give notice to the Superintendent of other Divisions, and he would be prevented from obtaining employment in the same capacity on any other part of the road. No obligation exists between this and any other company not to engage men who have been discharged under any circumstances; but this company gives notices to the officers of three branch roads connecting with theirs, of dismissal, leaving it to their own discretion to engage them or not, as they may see fit.

If rules are necessary for the proper management of a railroad, it is indispensable that those rules should be stictly obeyed. The rule referred to is practicable, and believed to be necessary and proper for the protection of passengers, and for the safety of the engineers themsless, and has been in force and has produced most satisfactory results during several weeks past; but if our right to discharge for its violation be denied, and we are prevented from exercising this right, then the rule becares a nullity, and we may as well strike off that and every other rule, to the violation of which the penalty of five deliars for each month in which no acci

P. S.—The editor of the Daily Times will oblige me, and do a service to railroad managers and employes generally, if not to the travelling public, whose safety is involved in the question of the responsibility of the Superintendent, and the degree of firmness which he has cause to exercise in enforcing his rules and regulations, by publishing the following circulars. They explain themselves.

H. R., President.

NEW YORK AND ERIE BALLROAD.

OFFICE GENERAL SUPERINTENDENT, Naw YORK, June 19, 1854.

At a meeting of the engineers of the Eastern, Delaware, and Susquehannah divisions of the New York and Erie Railroad, to deliberate on the proper course to be adopted in regard to certain rules and regulations prescribed for their government in the running and management of trains, and by them deemed onerous and oppressive, it was resolved that John Bonohue, Wm. Schrier, and John C. Meginmis be appointed a committee to visit the General Superintendent, and present their views and a written statement of their grievances.

In pursuance of the above resolution, the committee submitted said statement, and requested me to give my interpretation of the rules complained of, which was immediately done. Subsequently, at the request of the committee, I furnished it in writing, the same having been given verbally on the first interview. The follow-

ing is a copy of the questions propounded, and answe given:—
io John Donomun, William Schriffen, and John C. Maginnis,
Committee.
Gentlemen—You proposed to me the following ques-

ons:—
1. How do you explain the 5th and 6th Rule of Supple-

Gentlemen—You proposed to me the following questions—

1. How do you explain the 5th and 6th Rule of Supplementary Instruction, dated May 5, 1854?

The 6th role simply means this, that the engineer is responsible for running off at a switch at a station where his train stops, whether he shall run off before or after receiving a signal to go forward from a switchman or any other person.

The engineer is expected to see for himself, as to the position of the switches, and take no person's authority in the matter, at stations where his train stops.

The engineer is in no manner responsible for running off at a switch where his train does not stop, whether said switch is lighted or not, or whether there is or is not a target, or whether the target is right or wrong; nor when he is backing out of or into a switch, or when a switch is turned wrong after having been seen to be right.

The engineer is expected to report all switches which he finds wrong, and the absence of all lights at switches or crossings where usually shown, which I universtand to be the true meaning of that portion of the fifth rule, as you will see by rule 6th that you are entirely relieved from the responsibility of running off at a switch where you do not stop.

2. What do you understand to be the meaning of rule 89, referred to in Supplementary Instructions of May 16?

That you are to run past stations where you train should be receiving or discharging passengers. By the term "much reduces rate of speed," I shall be satisfied by your running past a station where you do not stop, will not of itself be considered an evidence of recklessness.

We expect you will use all due ulligence in making time on the road, which you may conceive consistent with proper safety to yourself or train, and you will be fully justified in taking just such reasonable means to insure safety as you may think proper, remembering alveys, that the road must be run safe first, and fast afterward, this you will not consider as justifying you in taking such an advantage of t

E. R. S. Shi-Your decision in regard to the matter before you this afterneon has been laid before the engineers, and upon due reflection they have unanimously resolved to reject it.

upon due reflection they have unanimously resolved to reject it.

Accompanying this you will find the papers containing our causes of completint.

Respectfully yours, &c.,

JOHN C. MEGINNIS.

WILLIAM SCHRIER.

With this communication, under ordinary circumstances, the correspondence and negotiations might be considered terminated. The rules, and my interpretation thereof, are deemed unsatisfactory, and the engineers give notice of their intention to withdraw from the service of the company. I regret that they did not consider it consistent with their interests to give longer notice—three days being a very short time to make the arrangements requisite to meet their action. Their right, however; thus to withdraw is not disputed; and it is presumed they will as readily concede my right to prescribe and enforce such rules and regulations as I may deem necessary to dicharge the duties imposed on me. Of this character are those objected to. I consider them of vital importance in operating the road, not only for the protection of the travelling community, and interests and property of the company, but for the safety of the engineers themselves, and other persons employed on the trains. I cannot, therefore, consent to annul or modify them, however much I may regret losing the services of those whom I have found to be such valuable and efficient assistants.

That there may be no misunderstanding on this sub-

them, however much I may regret losing the services of these whom I have found to be such valuable and efficient assistants.

That there may be no misunderstanding on this subject, and that all interested may know my views, I have deemed it proper to write this communication. The paper referred to in the note of the committee of the 17th instant, purports to be a statement of grievances; it does not contain the genuine signatures of the individuals whose names are appended, or any evidence of their consent to have their names so used; yet it is not doubted that it was authorized. I have been assured, however, by several of them, that they do not now subscribe to the views expressed in said statement, and have applied, both personally and in writing, to have their names stricken therefrom.

The object of this communication, therefore, is to notify these applicants, and such others as may desire to avail themselves of it, that if within three days from the moraling of June 20, they will signify to their respective superintendents, in writing or otherwise, their wish to remain and comply with the instructions, they will be afforded an opportunity, and can do so with the full assurance that what has transpired in connection with this subject will not be used to their disadvantage—ull credit being given to them for having acted conscientiously, though with mistaken views, in the matter. The places of those who do not give such notice within that time will be supplied by others; and I take this opportunity to remark, that all employes feeling disastisfied with the rules or regulations of the road, instead of grumbling and complaining of their injustice, would do well to imitate the conduct of those engineer: who peaceably withdraw from service rather than comply with rules decmed by them to be oppressive.

D. C. MCCALLUM, General Superintendent.

PANY.

NEW YORK, June 19, 1854.

I have addressed a reply to the communication of John Donahue, William Schrier, and John C. Maginnis, a committee appointed on the part of the engineers of the Eastern, Delaware, and Susquehanna divions, of which the following is a copy.

HOMER RAMSDELL, President.

OFFICE OF NEW YORK AND ERIE RAILROAD COM-PANY.
NEW YORK, June 19, 1854.
To John Donahue, John C. Meginnis, and William Scrier,

New York, June 19, 1854.

To John Donahue, John C. Medinnis, and William Screen, Committee:

Sire—I am in receipt of your letter of the 17th inst, and also a copy of the communication of the Engineers whom you represent, to the General Superintendent of the road, in which you and they object to certain rules for the running of the trains. I have read both with attention and regret that any difference should exist between the engineers and the Superintendent in regard to the rules and discipline which are necessary to be established for the efficient management of the road, and the safe transport of passengers and property, as well as the men engaged in the service of the company; but I cannot interfere in the matter.

I hold the superintendent responsible for the manner in which the trains are run, and after giving my sanction to the rules which are regarded salutary and necessary in conducting them, I must sus 'ain him in carrying out those rules, even though in the effort temporary derangement may result therefrom.

I trust, however, that the good sense of the men employed on the New York and Erie Rallroad, their regard for the success of the great work on which they are engaged, and the safety of the valuable lives which are in a great degree committed to their care, and also the safety of their own persons, will evidence to them that wise and wholesome rules for the management of the trains are necessary, and I need not remind you that rules to be salutary and useful must be rigidly obeyed. H. RAMSDELL, President.

THE ENGINEER'S STATEMENT. Susquenanna Depot, Pa., June 20, 1854.

TO THE EDITOR OF THE NEW YORK HERALD. On behalf of the engineers of the New York and Erie Railroad, we have deemed it proper to lay be fore the public a statement, wherein is contained the causes of our refusing to remain longer in the employ of the above company:-On the first of May last, by the resignation of Mr. Charles Minot, Mr. D. C. McCallum succeded him as the General Superintendent of the road. During the administration of Mr. Minot, as Superintendent, there was issued a book of instructions for the running of the trains on the road, as per Section 89, which reads

trains on the road, as per Section 89, which reads as follows:—

He (the engineer) must pass by stations where his train does not stop, at a much reduced rate of speed, and haul up where trains are receiving or discharging passengers.

and haul up where trains are receiving or discharging passengers.

Section 92—Every engineer in approaching a road or switch, should move at a moderate speed, and see that the way is clear before he reaches it. If the switch be not seen to be right, he should stop till he is sure, and a very good occuse will be required for running off at a switch left on the wrong track. The absence of the proper lights at those switches or crossings where usually shown, is to be considered as a sign to stop the train, which the engineer must always do, and he must not proceed till he is sure that all is right, and all such missions of lights must be immediately reported to the Superintendent.

Superintendent.

Under such instructions we were willing to work, as in case of accident a just and due opportunity was always allowed for the engineers to show cause, if any, that no blame could be attached to them for the misfortune. That on the 15th day of May last, there was issued a supplementary to general instructions of March 6, 1854, which reads as follows:

taken from the engine and placed on the road, but that it is necessary for him, and for the safety of all who are with him, to pay due attention to his guages and the running part of his engine, which altention is more needed at his entering and leaving the stations than at any other time, which duties cannot be attended to by any other person. But we complain that in the action under the supplementary rules, the engineer had been discharged, when all who knew of the facts in the case could not attach any blame to him for the misortune, and the station agent, who in rule let is held responsible, is still retained in the employ of the company. Now let us look at this point in its true bearing. We do not deny but that we can take a general survey of the road and switches, and to see that no obstruction is on the track; but that it is a matter of impossibility for us to note all the switches without neglecting some other important duty which is assigned to us, as in some of the stations where we stop there are from six to twelve switches on the main track; many of these switches are without lights, and it is a matter of impossibility for us to discern them in the night. It is a known fact of brakemen and switchmen being discharged from the employ of the company and still retaining the keys of the switch. These men, out of a spirit of ennity or malice towards us or the company, deprive us of our situations by placing the switch in a wrong position; and, undor the existing laws, there is no means for us to obtain redress, but at that moment we are discharged men, and our names posted on each division and branch of the road. We have not at any time upbeld those who could be proved of reckless running, as we have always considered it as much to our advantage as what of the company, that such men should be discharged. But we hold that we have a right to be heard in vindication of any misortune that may befal us. At our first conference with Mr. McCallum has never be desidaned, or any accident occurred through any misma

of this regulation which we have asked them to repeal.

Mr. McCallum, in his circular of the 19th, does not answer the question, as asked by us, neither does he deny that notices are given of dismissals, with such other statements, detrimental to the party dismissed, as the company may choose te make; and we ask the impartial public to judge if we have not the most serious cause of compaint, and a most justifiable cause for our resignation.

Now, with all due deference to the President, and Superintendent, and managers of the road, we beg to inform them that we, as well as thems-lives, have minds to discriminate what is justice, and that we are not, as they may have improperly judged, like the machinery we manage, entirely to be destroyed by the carelessness of the switchmen, and others, over whom we have no control. Our lives and limbs we have always hazarded, but our reputations are too valuable for the price they offer.

JOHN C. MEGINNIB,
WM. SCHRIER,

Committee on behalf of the Engineers of the Now

Committee on behalf of the Engineers of the New York and Eric Railroad.

Mr. Dickinson and the Nebrasica Bill.

A long communication has appeared in the Binghamton Democrat under the head or "Why the Missouri compromise should be repealed," which is said to have been written by Daniel S. Dickinson, which goes to disprove the idea that Mr. Dickinson was opposed to the repeal of the Missouri compromise.

BINGHAMTON, June 19, 1854.

JAMES GORDON BENNETT, Esq.:

DEAR SIR—The above I clip from the Herald of Saturday last. The weakness and peculiar vein of the article referred to must be my apology for troubling you with this note. The communication in the Denocrat was not written by the Hon. D. S. Dickinson, but is here generally ascribed to the pen of a somewhat younger and less experienced head. Whatever Mr. Dickinson's views on the Nebraska bill are, he has not as yet made them public, although the Binghamton Democrat, published by his rother, and his home organ, supports the bill. I am an admirer and supporter of Mr. Dickinson, and, together with all his political friends here, support the Nebraska bill, and have no doubt but that such are his views. Respectfully yours, T. BINGHAMTON, June 19, 1854

Supreme Court—General Ferm.

Hob. Judges Rossevelt, Clerke and Watson on the Bench.

THE CANAL AND WALKER STREET EMPROVEMENT.

JUNE 21.—In the matter of extending Canal and widening Walker streets.—Judge Watson, of Cate-kill, took his seat on the bench instead of Judge Mitchell, who, being a property holder, objected to take part in the proceedings.

The case came up this morning on appeal from the judgment of Special Term, which confirmed the report of Commissioners of Estimates and Asseasments. Mr. Whiting opened the argument for the the objectors who submit that they are extensive property holders, that they will suffer much loss by the proposed alteration, and some of them complain that no award has been made to them for the property that will be taken from them, by the opening and extending of those streets. The documents before the Court are of the same voluminous character, and the objections and arguments precisely similar to those so repeatedly urged in the previous phases of the same case.

Theatres and Exhibitions. Broadway Theatres and Exhibitions.
Broadway Theatre.—The selections of dramatic pieces for this evening consist of the "Irish Yankee," the smusing piece called "Our Gal," in which Mrs. Williams sustain the character of Caroline Morton, and the "Irish Lion," with Mr. Williams as Tim Moore.

BOWERY THEATRE .- The spectacle of the "Naiad Queen" will commence the amusements at this theatre, after which Mad. Margaretta Olinza will perform her surprising ascension on the tight rope, and the melodrama of "Masaniello" will conclude the entertainments.

NIBLO'S THEATRE.—The Ravels will appear this evening in the fairy spectacle called the "Green Monster," and Mile. Yrca Mathias, Mad. Marzetti, Mile. Franck, Mad. Axel, M. Brillant, and other distinguished artistes will appear in the grand divertisement of "Seven Dances."

NATIONAL THEATRE.—An entertainment of great attraction is offered by the manager of this establishment for this evening. The drama of "Kenneth" will commence the amusements, after which Mons. Devani will give his great feats of posturing, and the musical drama of the "Swiss Swaina" will terminate all.

American Museum.—The amusing comedicta entitled "The Partition Suit," and the laughable Irish farce of "The Happy Man," are the selections for the afternoon. The celebrated drama of "Raffaele" will be repeated in the evening.

CHRISTY'S OPERA HOUSE.—Several very fice songs, overtures, burlesques and dances are announced for this evening.

Wood's Minstrels.—The new grand burlette called "Black Douglas" is worth seeing. BUCKLEY'S SERENADERS.—"Somnambula" is autractive and well performed as ever.

Superior Court—Part First.

Before Hon. Judge Slosson.

DEATH OF HON. JUDGE BARGULO.

JUNE 21.—Mr. Sedgwick moved that this Court adjourn out of respect to the memory of Judge Barculo, of the Supreme Court of Poughkeepsie and Kings county, whose death took place ye terday at the residence of his father, No. 12 West Nineteenth street, in this city.

Judge Slosson concurred in the motion, and directed the adjournment to be recorded in the minutes.

PART SECOND.

Before Hon. Judge Campbell.

On motion of Mr. Henry E. Davies, this branch of the court was adjourned, out of respect te the memory of the late Judge Barculo.